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WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

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SOLE IMPORTERS for Hongkong and South China.

A. S. WATSON & CO., LIMITED,
WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

NOTICE TO CORRESPONDENTS.
On account of the late death of Mr. Carlo Zucchi, who was recently in Hongkong, the Editor of the Daily Press has been obliged to close the columns of the paper for a short time. Correspondents must forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous communications should be accepted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press—A.B.C. Code.
P.O. Box 33. Telephone No. 12.

DEATH.
At his own Villa in Rossetti Road, No. 65A, at Trieste, on the 23rd April, 1900, CARLO ZUCCHI, the late Agent of the Austrian Lloyd's S. N. Co. in Hongkong. R.I.P. [1009]

The Daily Press.

Hongkong, May 28th, 1900.

The emote at Weihaiwei, which except to the thirty unfortunate villagers who lost their lives, was fortunately little more than a farce, is yet indicative of the Chinese system of treachery and untruth, fostered by centuries of isolation, which sixty years of intercourse have not in the slightest degree modified. But it also illustrates a want on our side, and that is of the ability, on the part of our officials, to read the Chinese character aright, which leads them in the majority of cases to make no provision ahead for this peculiar development, and so eventually leaves the road open for such displays as have recently occurred at places as far apart as Yunnan, Kowloon and Weihaiwei. In the abstract the Confucian doctrine of appealing to reason rather than to force has within it a certain air of grandeur; and we naturally look upon the nation which could conceive it, and acknowledge it for twenty-four centuries as the groundwork of its policy, as entitled to our highest consideration. When, however, leaving the abstract, we come to look a little more narrowly into this scheme of government by moral force, the outcome is not beautiful; and we are perforce led to enquire whether this result is a natural development of the system, or the outcome of some national kink in the Chinese, which leads them, with so strange an insistence, invariably to do the wrong thing at the crucial moment. Socially the ordinary Chinaman is not greatly different

from his fellows; though naturally suspicious of his neighbour, he can from time to time do a just, or even generous action. Even in his private relations with a foreigner, he is, with certain customary reservations, on the whole trustworthy; but when it occurs that he has to conduct any international business, however unimportant, the whole character of the man seems to undergo a strange transformation. His entire conduct at once partakes of that of a man under the influence of panic; he forgets the simplest dictates of common sense, and takes refuge in the most absurd evasions and prevarications; and untruths of the most contemptible and frequently truculent description become his only means of defence. This is the result of the attempted substitution of reason for brute force, and affords a strange commentary on our modern doctrinaire methods. Viewed in the abstract, there is much to admire in the modern aspirations for the substitution of peaceful measures for the horrors of war, which, however we strive to alleviate its evils, must always remain a fearful thing. The nations of the civilised world met in conference only a few months ago to discuss the possibilities of the situation, and had scarcely left the conference when one of the bloodiest wars of modern times broke out. But this, contradictory as it seemed to the opinions openly expressed by the delegates of the various nations, was not by any means the most instructive part of the meeting. England and the United States, always the most sincere wishers for peace, had forestalled the work of the Conference by ten years previously, referring an international dispute to this very arbitration which the delegates were last year recommending for general acceptance. That arbitration, which, in the ordinary case of an action at law, would have been decided by any regular court in the course of at most a few months, dragged on a weary existence for nearly ten years; and its decision had not been given when the Peace Conference finally closed. The question was by no means complicated one, being only an ordinary case of breach of contract, where the facts were acknowledged by both sides, and presented little difficulty. The Portuguese government had granted to an American citizen a concession for making a railway from Lorenzo Marques, to the border of the Transvaal, and had engaged that no competing line should be made within a specified distance; on the other hand the line was to be of a certain description, and was to be completed within a certain time, the concessionaire having certain rights as to rates. The President of the Transvaal Republic did not like the terms of the concession, and went to Portugal to propose to make a competing line alongside the other; he was told by the Prime Minister that the contract was already made, and the honour of the country was pledged to carry it through. Mr. Kruger, who had thought it worth his while to go in person to Lisbon for this special purpose, was not content, and went to the Finance Minister who proved more complacent. The line, however, was made, but owing to the crooked policy of the Portuguese Government was not up to time; whereupon that government under the influence of Mr. Kruger quietly annexed the railway, and refused to grant any compensation to the promoters. Finally an arrangement was come to through the United States and British Governments to refer the matter to arbitration, and three well-known Swiss jurists, whose neutralised country seemed to promise impartiality, were selected as the referees. What happened we do not yet know, but somehow Mr. Kruger got hold of the referees so effectively that for nine years the case was shelved, and when at last the two Governments mainly interested pressed the completion of the arbitration, an award which left out the principal points, and which ignored the admitted facts, was handed in. Looking back through the whole of our intercourse with China, it is curious to find that on each occasion the same difficulty has arisen and it is instructive to observe how consonant it is with the Chinaman's ordinary course when involved in a difficulty with a neighbour. So convinced is the ordinary native of the veracity of his courts, that he feels that a reference to them would probably be equivalent to his ruin; still, as the matter has to be settled somehow, he does as did England and America, and refers the affair to arbitration—"peace-talkers," as he calls them. His affairs at once become public property, his most secret arrangements are dragged into the glare of publicity, and he himself ceases to have any part or share in the control of his actions. In this respect we may look to China as a precedent; nothing is more beautiful in the abstract than the principle of referring our differences to arbitration; but we have here the case of a nation whose experience extends over two thousand years, and may be supposed know to something about it. Even the most ardent member of the peace party could scarcely call the experiment a success. It seems hard, but there is evidently no escape from the difficulty till at least a new human nature shall have been developed, and any attempt meanwhile to rely on reason as a substitute for physical force will only end in more disastrous consequences.

In the 24 hours between noon of the 25th and noon of the 26th instant there were thirty fresh cases of plague and twenty-nine deaths.

This day week being Whit Monday, will be observed as a holiday in the Government Offices, except in the Police Magistrate's Department.

On Saturday evening Mr. J. Macdonald read an interesting paper on "Tonnage" before the members of the Institution of Engineers and Shipbuilders of Hongkong.

Our late Siamese visitors, under the charge of Mr. Carter, of King's College, Bangkok, were back in Siam on the 14th inst. We are glad to be able to state that Mr. James, who was obliged to remain behind through illness, is now much better.

A notification by the President of the Board of Health, Honolulu, declaring Honolulu and all other places in the Hawaiian Islands free from infection by plague, appears in the Gazette.

Mr. Erich Georg says in his Weekly Share List, dated 26th May:—"Only a small business has been done during the week under review, and with the exception of Hongkong and Shanghai Bank shares and Raub shares, which have risen considerably, rates have not undergone any change of importance."

A Soochow despatch states that Chu, the acting Provincial Judge of Kiangsu, has been denounced to the Throne on account of various misdemeanours, and that Li Ping-heng, the Investigating Imperial Commissioner of the Yangtze Valley, was expected to arrive soon at Soochow to personally investigate the charges.

The Gazette notifies that additional information has been received from the Government of Indo-China that immigration of Asiatics from Hongkong to the ports of Indo-China is prohibited until further notice; and that the following articles of commerce are similarly interdicted:—Every kind of grain, meal or flour, and food made of dried paste or dough; also rag, drill cloth, old clothes, articles of bedding and all goods of Asiatic origin or manufacture.

The remarks which we quoted in Saturday's issue from the N.C. Daily News' Nanjing correspondent, to the effect that a German gunboat lying at Nanjing had caused some unpleasantness with the Chinese officials, appear not to be quite correct. At any rate our contemporary says in its issue of the 22nd inst.:—"We have the assurance of the German Admiral that no unpleasantness whatever has occurred, and although it is true enough that the *Gefion* was visiting Nanjing, there had been no dispute whatever between the Captain and officers and the Chinese officials. It is probable that our correspondent had unwittingly been led astray by information derived from Chinese sources."

The last English mail brought news to this colony of the death of Mr. Carlo Zucchi, who, as recently as 1894 was the Austrian Lloyd's Agent here. Mr. Zucchi first came to Hongkong in the interests of the great Trieste shipping firm in 1884, as Assistant with Mr. Oscar Bachrach. Between this date and 1894, he was Agent for his Company both in Bombay and in Singapore. He was an unobtrusive man, and endeavored himself to all with whom he came in contact. He retired from the service of his Company some three or four years ago. He was a nephew of Zanella, the well-known Italian poet, and was himself of unusually wide and cultured reading. His early death, at the age of 45, although fortified with the last rites of his church, will come as an unexpectedly severe shock to his numerous local friends and acquaintances.

In his report just issued, Dr. Stanley, of the Health Department, Municipal Council, Shanghai, says:—"Perhaps the greatest sanitary evil in Shanghai, and one which is daily becoming greater, is that of overcrowding, which is universally admitted to be the worst of all unhealthy conditions and one which cannot be counterbalanced by other sanitary measures. . . . It may be held that it will be impossible to deal with overcrowding satisfactorily because of the high price of land; but to this objection the answer is, the high value of land is the result of the absence of any such rules. The value of building-land is other things being equal, proportionate to the number of inhabitants it will accommodate; and if the accommodation of a given area is to be unlimited, the price of land will be almost unlimited also. To purchase plots of vacant ground and call them 'pans' is as true remedy for overcrowding. The only real remedy is to have the open ground dovetailed with the houses."

The London and China Express says:—"The latest reports from the hinterland of Kiao-chow are to the effect that the energetic action of the German Government has soon brought about a more peaceful state of affairs in that region. The presence of German troops in the town of Kiao-chow has along worked wonders. The Governor-General, Yuan Shi Kai, has given orders that Chinese troops are to protect the work of railway construction, which has been resumed five kilometres southwards of Kuanai. The work on the further section will doubtless be resumed on the completion of the present negotiations at Tientsin. The general attitude of the Chinese has become much more peaceful, and the presence of two companies of marine infantry, accompanied by cavalry and guns, has shown the Chinese that the Germans do not intend to suffer any interruption in their work of opening up the hinterland of Kiao-chow by means of railways. Germany has in this respect taken a last out of Russia's book to some purpose."

According to the Shanghai vernacular papers the witnesses from Shanghai against King Lian-shan in the Macao Court, died after the first trial, as they knew it was impossible to get King into the trap. The plaintiff's lawyers have also given up the case. It is said King will be certainly released in a few days.

Despatches from reliable quarters at Peking state that many scores of the Manchukuo nobility have joined the Boxer Association, and that several Princes and Dukes have given their consent to act as Patrons of that Society, although the walls of Peking have recently been placarded with Imperial proclamations denouncing the Boxers as outlaws, and they are therefore liable to be executed according to the laws.

A Labuan correspondent writes on the 28th ult. to the *Manila Times*:—"It is reported that Rajah Brooke, the ruler of Sarawak, intends making another raid into Brunai territory somewhere about the vicinity of the Truman River. We allowed him last time to seize this property from the Sultan of Brunai in violation of our Treaty with the latter power, but, in any case, if Brunai is to do it were better that it should go into the hand of Rajah Brooke than into those of this wretched Chartered Company."

Yu Hsien, the notoriously anti-foreign Governor of Shantung, who has been transferred to Shanai by the Empress Dowager with the avowed object of stirring up difficulties there for the British Syndicate engaged in exploiting the Shanai mines, is already getting his hand into business. The Peking Syndicate some time ago applied for formal permission to open a certain mine in that province within the area covered by their concession, but the new Governor has successfully frustrated the Syndicate on the ground that the site selected is "too mountainous and very inconvenient."

The following Notice to Mariners has been issued by the Coast Inspector, Shanghai:—"Foolow District. River Min. Rocky Point Beacon Notice is hereby given that a Beacon, named the Rocky Point Beacon, has been erected on the ledge of rocks existing about half-way between Tunai and Tintao, and bearing from Half-tide Beacon W. by S. 3 S. distant 8 cables. The Beacon is situated about 83 feet from the outer extremity of the ledge of rocks. It consists of a spar surmounted by a cage, which is elevated about 13 feet above high water. The Beacon is painted red, and on the cage, the words 'Rocky Point' are painted. Vessels are recommended not to approach within one cable of the Beacon."

TELEGRAMS.**"DAILY PRESS" SERVICE.**

London, 25th May, 8.15 p.m.

THE WAR—NEWS FROM THE FREE STATE.

It is unofficially reported that Lord Roberts is two marches distant from the Vaal River. General Hunter has occupied Vryburg.

THE DREYFUS CASE AGAIN.

Questioned as to whether any documents had been perused in view of the re-opening of the Dreyfus case, General Gallifet replied that he grieved to learn that certain documents existed, of which an officer in the Ministry of War had divulged the contents.

London, 26th May, 8.25 p.m.

ACROSS THE VAAL—WHERE THE BOERS WOULD FIGHT TO THE DEATH.

Lord Roberts reports that the advanced columns crossed the Vaal River on the 24th inst. near Pary's. Colonel Ian Hamilton has reached Boschbank. Scouts have arrived at Viljoen's Drift.

REUTER'S SERVICE.

London, 24th May.

THE WAR—LORD ROBERTS' ADVANCE.
Lord Roberts has arrived at the south bank of the Rhenoster and found the enemy fled. General Kelly Kenny reports that the Yeomanry have cleared the country between Bloemfontein and Bishof.

London, 24th May.

RAPID ADVANCE EXPECTED.
It is reported that the Boers are trekking straight to the Vaal River, where they declare they will fight to the death.
General French is now at Prospect on the railway, five miles north of Rhenoster; General Hamilton is co-operating with him.
It is the general opinion that the British army will arrive at Pretoria as fast as they can march.

London, 25th May.

THE WAR—THE WESTERN FRONTIER.

General Hunter's division has occupied Vryburg, to which trains are now running. His town will be made the base of operations of the western column.

LAINGS NEK.

General Buller is posting guns round Laings Nek, where a severe struggle is expected.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 26th May.

ANTI-CHRISTIAN ACTIVITIES.
Some idlers and vagabonds have been going about the streets hawking and spreading wild and absurd news about the Roman Catholics and selling at one-cash a piece tracts intended to incite the populace to disturbances. They say among other things, that H.E. the Viceroy Li Hung-chang has received orders from the Emperor "to destroy the Christian Church." The French Bishop, the Right Rev. Aug. Chausso, having got hold of this piece of news, sent it to the French Consul, and requested him to bring it to the notice of the Viceroy, who ordered the local mandarins to make arrests and issue a notification as follows:—"The Nam Hoi and Fungyung Magistrates by order of H. E. the Viceroy Li issue this notification for the information of the people; that it is unlawful to invent or publish news containing any wild and scurrilous language against the Christian religion, with intent to deceive the mind of the people, for the Christian religion is permissible in China by Treaty; that the Chinese who embrace Christianity are Chinese subjects the same as those who have not, and are amenable to the law of China; consequently there ought not to be any distinction; and that orders have been given to the soldiers and police to arrest any person or persons (be he or they newspaper man or otherwise), and these will be severely punished according to law."

DISCIPLINE WITH AN UNFORTUNATE RESULT.
A certain Mr. Wong who has been to America, and knows something of foreign drilling, was appointed commandant of the native army by the Viceroy, having under his command 500 soldiers. He was pretty strict and meant to drill discipline firmly. He spoke English in drilling and taught his soldiers to handle a rifle and to march. Whilst he was on the parade ground at the north gate on the 21st inst. one of the soldiers could not hold laughing, whereon he lost his temper, and grasping the scabbard of his sword, flung it at the soldier. The latter running away, he ordered him to be caught and brought before him to be punished by bambooing for breach of discipline. The soldier shouted out "save life" and abused the commandant. Commandant Wong becoming more and more excited and angry took a sword and was going to kill him. The soldier had his partisans, and they also got excited and wanted to seize and punish Wong for over-severity. Just as they were on the point of raising a revolt, Wong became so frightened that he decided to leave by the back door to save his own life!

PURE WATER FOR CANTON.

Permission has been granted by H.E. Li Hung-chang to Mr. Ho Sai kai and others of Hongkong to establish waterworks in Canton and to supply the city and its suburbs with pure water from Chang Po. It is said that the promoters are going to start a joint stock company on limited liability principles to carry out this enormous enterprise. It should be a paying concern.

THE DRAGON-BOAT FESTIVAL.

The 1st of June next being the first of the dragon-boats, all the official yamen and Customs will be closed and a general public holiday observed. A few days previously to this it is usual for boats of 50 to 80 yards long each and manned by 120 to 150 persons, generally half naked coolies and hawkers beating drums and gongs, to paddle about and exercise in the river preparatory to the event. As a rule flower-boats would raise their price of hiring from a few dollars up to \$120 or more each for a day and a night; and the wealthy people don their best clothes in their boats on that gala day, ready to vie with each other in showing off, and spending money. They give prizes of silver medals, silk flags, wine, roast pigs and ducks to the dragon-boats. With this feast is connected the following legend:—Wat-yun was a privy councillor of Prince Hwai of the state of Cho, B.C. 314, and stood high in his favour, until ousted from his position by a jealous rival who unjustly denounced him to the sovereign. Finding his counsel disregarded, and the condition of his country becoming desperate, this disgraced minister resolved to bid farewell to life, and betaking himself to the bank of the river Mi Lo, after revealing his distress and final resolution to a fisherman whom he encountered, clasped a stone to his bosom and plunged beneath the waters. This suicide took place on the 5th day of the 5th moon, and in commemoration of this statesman's death, the people of Cho were accustomed on that day to hold an animal festival, when offerings of rice were cast into the river, to propitiate, it was said, the water spirits as was done when attempts were made to recover his body. This festival is generally celebrated in the southern part of China, under the name of the feast of dragon-boats, and a peculiar description of rice pudding or dumpling enveloped in the leaves of a water-plant is eaten in commemoration of the event.

LATEST STEAMER MOVEMENTS.

The C. P. R. Co.'s steamer *Empress of Japan* left Yokohama on the 25th inst. for Victoria and Vancouver.
The *Silk* or *Empress of India* arrived in New York on the 24th inst.
The Imperial German Mail steamer *Hamburg* left Shanghai on the 26th inst. at 9 a.m., and may be expected here to-night.
The N. P. steamer *Goodwin* has arrived at Vlietvoet, and sailed for Hongkong on the 24th inst.
The N. P. steamer *Goodwin* arrived at Vlietvoet on the 24th inst. from Tacoma.
The N. P. steamer *Braemar* left Yokohama for Hongkong on the 26th inst.

The Real Test for Swearing—Wrangler. "You say that Job's patience never was really tested?"
Quibbler: "I do. Why, he never put the lighted end of his cigar in his mouth just as he wanted to make his argument most impressive."

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE POST OFFICE.

TO THE EDITOR OF THE "DAILY PRESS."

Kowloon Institute, 23rd May, 1900.
Sir,—With your kind permission I should like to fill a small space in the columns of your valuable paper, with a protest against the manner in which our Government post offices in this colony are at present regulated.

Yesterday I went to the registry department of the General Post Office, and inquired for a registered letter, which I had reason to expect. The Portuguese clerks (there were three) could not make head or tail of my name, even when I had written it down on a sheet of paper. At length, one, slightly better informed than the rest, got hold of it correctly, and brought over a book which I presume has the names and addresses of all the parties who have registered covers lying in the office for them. This very bright specimen of the British Government clerk promptly turned the index to the letter R, which happens to be the initial of my *Christian* name. It was only when I took the book myself that I got to know that there was a letter, which had been in that office for five days, although every day I had either gone or sent down to the same office for it, and had each day been told that there was none. I then went round to the Poste Restante department and had to stand for exactly fifteen minutes before the Portuguese clerks inside decided to stop smoking and telling each other funny stories, and attend to their duties.

People here tell me they employ Portuguese because they are cheaper and because they don't get drunk, and neglect their duties like Britishers or Americans. I think it is about time for this sort of thing to cease. Let the office be filled by Portuguese if necessary, but make them understand that they must attend to their duties, and be able to speak and write English, which several in the registry department cannot do.—Yours, etc.

CIVIL SERVICE.**HOW THE PLAGUE SPREADS.**

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—When walking along Pokfulam Road, near the forts on Thursday last with my wife we were passed by coolies carrying a dead box in which the limbs of the corpse elevated the lid by at least three inches, exposing the gruesome contents to view, and also by an ambulance containing a second corpse in which the curtain was only half-drawn, also exhibiting the body. Ahead of us were a number of school children.

The procession was in charge of a fukien, and though I am unaware whether the contents of ambulance and box were plague corpses, it is disgraceful that such burdens should be carried on public roads so exposed. If the men had died from plague then it is easy to understand why the disease appeared. If they had succumbed to other and non-infectious causes it is presumably someone's duty to see that such remains are decently covered and unobtrusively removed.

I have also passed many plague baskets and have seldom seen one that has been effectively closed.—Yours, etc.

NEWCOMER.

Hongkong, 26th May, 1900.

MISSIONARIES IN CHINA.

TO THE EDITOR OF THE "DAILY PRESS."
Sir,—Will you permit me to thank VERITAS kindly for his obliging explanation, and for the references to Shanghai papers. As I remarked in my previous letter, it is known and acknowledged that Catholic missionaries apply to authorities, native and foreign, for the redress of grievances. Nor is it a secret that local mandarins, even of the higher grades, are in a certain sense, in dread of the missionaries. That is, they dislike nothing more than that affairs should be carried over their heads to higher authorities, or to foreign consuls. On the other hand, it must be admitted that this salutary fear is not incompatible with a certain esteem and friendship, sometimes evidently sincere, which the missionaries frequently manifest towards the mandarins with whom they come in contact. It must also be admitted, I believe, that missionaries may sometimes have been imposed upon by insincere neophytes, so that injustices may have been committed, in some rare cases, in the name of justice. But a whole system, or course of action, cannot be condemned on account of a few occasional abuses.

JUSTITIA.

May 24th, 1900.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held to-day, Monday, 28th May, at 3 p.m.

BUSINESS.

1. Report of the Finance Committee. (No. 8).
2. Motion.—That the amendment to Bye-law 25 of the "By-laws made under section 13 of Ordinance 15 of 1894," made by the Sanitary Board on the 17th day of May, 1900, be approved by this Council.

ORDERS OF THE DAY.

1. Second reading of the bill entitled an Ordinance for the naturalization of Leung Shuk Chin, alias Leung Foon Man, alias Leung Kin.
2. Second reading of the bill entitled an Ordinance to further amend the Protection of Women and Girls Ordinance, 1897, and to repeal two sections of the Protection of Women and Girls Amendment Ordinance, 1899.
3. Committee on the bill entitled an Ordinance to consolidate and amend the law providing for the grant of pensions to the widows and orphans of deceased public officers.

BEWARE.

of the Party offering imitations of MACINTYEN & CAMERON'S PENS.
"They come as a beam and a blessing to men. The Pickwick, the Owl, and the Waverley Pen." Sold at all Stationers.
MACINTYEN & CAMERON, Ltd., Waverley Works, Edinburgh. [2]

NEW ADVERTISEMENTS

NOTICE

MR. WALTER OTTO has This Day been authorized to SIGN our FIRM per PROCURATION.

KREUSE & CO.
Hongkong, 26th May, 1900. [1593]

PUBLIC AUCTION

THE Underigned has received instructions from **ALAN A. CAMERON, Esq.** to Sell by Public Auction.

TO-MORROW, the 29th May, 1900, at 2.30 p.m., at his Sales Room, No. 8, Queen's Road Central.

One **ENGLISH MAKE FREE-WHEEL ACTION BICYCLE** almost new, by **Dunlop King**.

One **DOUBLE BARRELED 12 BORE FOWLING PIECE** in CASE.

One **BINOCLAR** On a **SENTANT** One **PICCOLLO** and **BANDIO**.

An **ASSORTMENT OF NATIVE SWORDS AND KNIVES**.

One **COLT'S ONE SMITH & WESSON'S** and other **REVOLVERS**.

An **ASSORTMENT OF ALUMINUM WARE**.

Also, **TERMS OF SALE**—As Customary.

V. I. REMEDIOS, Auctioneer.
Hongkong, 28th May, 1900. [1596]

PUBLIC AUCTION

THE Underigned has received instructions to sell by Public Auction.

WEDNESDAY, the 29th May, 1900, at 3 p.m., at No. 6, Victoria View, Kowloon.

THE WHOLE OF THE HOUSEHOLD FURNITURE.

(Particulars can be seen from Catalogue, On View from Tuesday, the 28th May, 1900, at 3 p.m., at the Office of the Auctioneer.)

GEORGE P. LAMBERT, Auctioneer.
Hongkong, 28th May, 1900. [1597]

CHINA NAVIGATION COMPANY, LIMITED

FOR SHANGHAI

THE Company's Steamship

"KWANGSE"

Captain Harris, will be despatched as above TO-DAY, the 28th inst., at Noon.

For Freight or Passage, apply to **DUTTERFIELD & SWIRE, Agents.**

Hongkong, 26th May, 1900. [1591]

DOUGLAS STEAMSHIP COMPANY, LIMITED

FOR SWATOW

THE Company's Steamship

"FORMOSA"

Captain Hurling, will be despatched for the above Port TO-DAY, the 28th inst., at Noon.

For Freight or Passage, apply to **DOUGLAS LAIRDALE & CO., General Managers.**

Hongkong, 28th May, 1900. [1594]

DOUGLAS STEAMSHIP COMPANY, LIMITED

FOR SWATOW

THE Company's Steamship

"HAILONG"

Captain Barlow, will be despatched for the above Port TO-MORROW, the 29th inst., at 10 a.m.

For Freight or Passage, apply to **DOUGLAS LAIRDALE & CO., General Managers.**

Hongkong, 28th May, 1900. [1593]

CHINA NAVIGATION COMPANY, LIMITED

FOR MANILA

THE Company's Steamship

"SUNGKIANG"

Captain Moore, will be despatched as above on FRIDAY, the 1st June.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents.**

Hongkong, 28th May, 1900. [1593]

THE OSAKA SHOSHEN KAISHA, LIMITED

FOR SWATOW, AMOY, AND TAMSUI

THE Company's Steamship

"TANSUI MARU"

Captain H. Nagata, will be despatched for the above Ports on SUNDAY, the 2nd June, at Daylight.

For Freight or Passage, apply to **THE MITSUI RUSSIAN KAISHA, Agents.**

Hongkong, 28th May, 1900. [15]

"BEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES

S. S. "BENALDER"

FROM ANTWERP LONDON AND STRAITS

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence they will be forwarded to their destination.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd proximo, will be subject to sale.

All claims against the Steamer must be presented to the underigned on or before the 9th proximo, or they will not be recognized.

All broken, chipped and damaged Goods are to be left in the Godowns, where they will be examined on the 1st proximo, at 3 p.m.

No Pile Insurance will be effected.

Bills of Lading will be countersigned by **GIBB, LIVINGSTON & CO., Agents.**

Hongkong, 28th May, 1900. [1592]

DAVID COORS & SON'S MERCHANT NAVY

NATY BOILED LONG FLAX

RELIANCE CROWN TARPAILING

ARNHOLD, KARBERG & CO., Sole Agents.

AUCTIONS.

PUBLIC AUCTION

THE Underigned has received instructions to Sell by Public Auction.

TODAY (MONDAY), the 28th May, 1900, at 2.30 p.m., at No. 3, Bellfield Terrace.

(The Residence of **D. WARREN SMITH, Esq.**), **THE WHOLE OF THE HOUSEHOLD FURNITURE**.

TAPESTRY COVERED CHAIRS, MARINBURK-MADE OVERMANTELS, AND CONSOLE TABLE, TABLES, BLACK WOOD STANDS, BRASS FENDER, CLOCKS, TAPESTRY AND LACE CURTAINS, OIL PAINTINGS, ENGRAVINGS, SAISUMA and CLOISONNE VASES, &c., &c.

TEAK SIDEBOARD with MIRROR, EXTENSION DINING TABLE, MOROCCO COVERED CHAIRS, GLASS and CROCKERY WARE, CUTLERY and ELECTRO-WARE, &c., &c.

IRON BEDSTEAD, TEAK WARDROBE, MARBLED TOP WASHSTANDS, TOILET TABLES, BOOKCASE, CHEST OF DRAWERS, CARPETS, RUGS, &c., &c.

A COTTAGE PIANO in good condition. On View from Saturday, the 26th May, 1900, at 3 p.m., at the Office of the Auctioneer.

TERMS—As Customary.

GEORGE P. LAMBERT, Auctioneer.
Hongkong, 28th May, 1900. [1592]

GOVERNMENT NOTIFICATION

THE following Particulars and Conditions of Sale of **CROWN LAND** by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on **THIS DAY (MONDAY)**, the 28th day of May, 1900, at 3 p.m., are published for general information.

By Command, **F. H. MAY, Acting Colonial Secretary.**

Colonial Secretary's Office, Hongkong, 12th May, 1900. [1549]

Particulars and Conditions of the Lotting by Public Auction Sale, to be held **THIS DAY (MONDAY)**, the 28th day of May, 1900, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor.

Administering the Government of Six Lots of Crown Land at New Kowloon, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 Years.

PARTICULARS OF THE LOT

Lot 1. Situated in the New Kowloon, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 Years.

Lot 2. Situated in the New Kowloon, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 Years.

Lot 3. Situated in the New Kowloon, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 Years.

Lot 4. Situated in the New Kowloon, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 Years.

Lot 5. Situated in the New Kowloon, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 Years.

Lot 6. Situated in the New Kowloon, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 Years.

Lot 7. Situated in the New Kowloon, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 Years.

Lot 8. Situated in the New Kowloon, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 Years.

Lot 9. Situated in the New Kowloon, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 Years.

Lot 10. Situated in the New Kowloon, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 Years.

Lot 11. Situated in the New Kowloon, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 Years.

Lot 12. Situated in the New Kowloon, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 Years.

Lot 13. Situated in the New Kowloon, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 Years.

Lot 14. Situated in the New Kowloon, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 Years.

Lot 15. Situated in the New Kowloon, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 Years.

Lot 16. Situated in the New Kowloon, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 Years.

Lot 17. Situated in the New Kowloon, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 Years.

Lot 18. Situated in the New Kowloon, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 Years.

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Lot 7

CARMICHAEL & BARLOW,
CONSULTING ENGINEERS, SURVEYORS, AND
CONTRACTORS.
QUEEN'S BUILDINGS.

CONTRACTORS, RIGGERS AND STEVEDORE
No. 68, Praya Central,
Hongkong.

OFFICE: MINAMI YAMAGUCHI, TOKYO.
JAPAN.
Telegrams: "TANKO" TOKYO.
HUGHES & HOUGH,
Agents for Hongkong.

cell-house boundaries, and to make use of the present land, even after obtaining large provisions of immigration land in Sweden, who were of no use in the land but had been sent there. The number of men of colour, especially in 1800, 1801 and 1802, was employed in 1791, 1792, 1793, 1794, 1795, 1796, 1797, 1798, 1799, 1800, 1801, 1802, 1803, 1804, 1805, 1806, 1807, 1808, 1809, 1810, 1811, 1812, 1813, 1814, 1815, 1816, 1817, 1818, 1819, 1820, 1821, 1822, 1823, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831, 1832, 1833, 1834, 1835, 1836, 1837, 1838, 1839, 1840, 1841, 1842, 1843, 1844, 1845, 1846, 1847, 1848, 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 1860, 1861, 1862, 1863, 1864, 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461,

The growth of the ship itself was, as you recall, very rapid, and, unfortunately, gradual. I have said that the launch of the first craft was in 1891, 1895-1896. By 1917, when the *Ree* was built, the magnitude had increased to 1,175. In 1933 it had increased to 1,775 in 1937 to 1,921; in 1939 to 2,041; and in 1940 to 2,104, the tonnage of Nelson's famous ship, the *Victory*, which, after nearly a century and a half of service, still lies peacefully in Portsmouth Harbour. The *Victory* is only 184 ft long—shorter than any save the very shortest and smallest of our modern torpedo-boat destroyers—and her displacement, measured in the old way, is only that of a small cruiser. Then maximum went up, in 1899, to 2,286 tons; 80 to 812,615 tons, in 1930 to 2,104 tons;

Hongkong, 17th February, 1899.

cription for the ACETYLENE LIGHT at
lowest rates.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, via Ports of Call	BALLAARAT	Brit. str.	—	C. L. W. Field	P. & O. S. N. Co.	On 9th June, at Noon.
LONDON via SUEZ CANAL	PATROCLUS	Brit. str.	—	Dickens	BUTTERFIELD & SWIRE	To-morrow
LONDON via SUEZ CANAL	AGAMEMNON	Brit. str.	—	Nish	BUTTERFIELD & SWIRE	On 12th June.
LONDON via SUEZ CANAL	ANTENOR	Brit. str.	—	M. H. P. Jackson	BUTTERFIELD & SWIRE	On 28th June.
BREMEN, via Ports of Call	HAMBURG	Ger. str.	—	Kroble	GIBB, LIVINGSTON & CO.	On 5th June.
MARSEILLES, &c, via Ports of Call	SALAZAR	Frech. str.	—	Negro	MELCHERS & CO.	On 30th inst., at Noon.
MARSEILLES, &c, via STRAITS, &c	MALAYA	Dan. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 4th June, at 1 P.M.
HAVRE & HAMBURG	SARNIA	Ger. str.	—	Fuchs	CARLOWITZ & CO.	On 6th June.
HAVRE & HAMBURG	SAMBIA	Ger. str.	—	Schmidt	CARLOWITZ & CO.	On or about 23rd June.
HAVRE & HAMBURG	FRIBURG	Ger. str.	—	Proesch	CARLOWITZ & CO.	On or about 6th July.
NEW YORK via SUEZ CANAL	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 17th July.
VICTORIA, B.C., & TACOMA	GOODWIN	Brit. str.	—	Ostermann	DODWELL & CO. LIMITED	On or about 25th June.
VANCOUVER, via SHANGHAI, &c	EMPEROR OF CHINA	Brit. str.	—	A. Jackson	CANADIAN PACIFIC R.R. CO.	On 2nd June.
PORTLAND, OREGON, &c	BUAEMAR	Brit. str.	—	R. Archibald, R.N.R.	DODWELL & CO. LIMITED	On 9th June.
SAN FRANCISCO via SHANGHAI, &c	CITY OF RIO DE JANEIRO	Amr. str.	—	W. Watt	PACIFIC MAIL S.S. CO.	On 9th June, at Noon.
SAN FRANCISCO via SHANGHAI, &c	COPTIC	Brit. str.	—	—	O. & O. S. S. CO.	On 19th June, at Noon.
SAN FRANCISCO via SHANGHAI, &c	NIPPON MARU	Brit. str.	—	—	TOYO KISEN KAISHA	On 31st inst., at Noon.
SAN DIEGO, &c, via KOBE, &c	BRIGIAN KINO	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 20th June.
AUSTRALIAN PORTS	AMIRAL	Brit. str.	—	St. John George	GIBB, LIVINGSTON & CO.	On 31st inst., at 4 P.M.
YOKOHAMA, via NAGASAKI & KOBE	ROHILLA	Brit. str.	—	C. H. S. Toque, R.N.R.	P. & O. S. N. Co.	On or about 6th June.
NAGASAKI & MOJI	TAIYUAN	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	ODENBERG	Ger. str.	—	H. Prager	MELCHERS & CO.	Quick despatch.
SHANGHAI	YANGKE	Brit. str.	—	Harris	BUTTERFIELD & SWIRE	To-day, at Noon.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Brit. str.	—	S. Barham	P. & O. S. N. Co.	On or about 9th June.
SWATOW, AMOY & TAMSUI	TAMSUI MARU	Jap. str.	—	H. Nagata	TOYO KISEN KAISHA	On 30th inst., at Daylight.
SWATOW	HAIOLOONG	Brit. str.	—	Bathurst	DOUGLAS LARPAK & CO.	On 2nd June, at Daylight.
SWATOW	FORNOSA	Brit. str.	—	Hodgins	DOUGLAS LARPAK & CO.	To-day, at Noon.
MANILA, ILOILO & CEBU	KAIPOONG	Brit. str.	—	Pennfather	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA	SUNOKIANG	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 1st June.
MANILA	MENTUB	Brit. str.	—	R. W. Almond	SHAW, TOMES & CO.	On 30th inst., at 5 P.M.
SAMARANG & SOERABAYA	SHANTUNG	Brit. str.	—	Quail	BUTTERFIELD & SWIRE	On 1st June.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	Fayes	JARDINE, MATHESON & CO.	On 2nd June, at Noon.

SHIPPING.

ARRIVALS.
May 25, CHOWFA, British str., 1,055, Williamson, Bangkok 18th May, Rice and Wood.—CHINESE.
May 25, PATROL, British str., 1,348, C. C. Williams, Tientsin 18th May, Ground Nuts.—BUTTERFIELD & SWIRE.
May 26, BENALDER, British str., 1,859, C. R. McIntosh, R.N.R., Singapore 25th May, General.—GIBB, LIVINGSTON & CO.
May 26, HANOI, French steamer, 749, Pannier, Haiphong 25th May and Hoihow 25th, General.—A. R. MARTY.
May 26, FRICHING, Chinese str., 976, Gordon, Chinkiang 21st May, Oil.—CHINESE.
May 26, LOONGMOON, German str., 1,245, F. Schulz, Shanghai 23rd May, General.—SCHWENSON & CO.
May 26, KANSU, British str., 1,158, Sommer, Canton 25th May, General.—BUTTERFIELD & SWIRE.
May 26, MYKULIE, British str., 1,286, R. W. Almond, Manila 23rd May, Hemp, Sugar, and General.—SHAW, TOMES & CO.
May 26, HANCOCK, American troopship, 5,000, H. K. Struve, San Francisco 17th April.
May 26, ANPING MARU, Japanese str., 1,053, I. Sato, Tainanfu 23rd May, General.—MITSUI BUSSAN KAISHA.
May 26, POKHORA, British steamer, 674, E. J. Hodgins, Swatow 25th May, General.—DOUGLAS LARPAK & CO.
May 26, PIRANAGO, British str., 1,021, A. S. Calder, Bangkok 14th May and Swatow 25th, General.—BUTTERFIELD & SWIRE.
May 26, TAIYUAN MARU, Japanese str., 1,673, Toranzo, Moji 25th May, Coal.—MITSUI BUSSAN KAISHA.
May 26, DECIMA, German str., 704, Christian, Canton 26th May, General.—SANDER, WILHELM & CO.
May 27, THYM, Norwegian steamer, 710, Dahl, Canton 27th May, General.—EAST ASIATIC TRADING CO.
May 27, AILIE, British str., 2,500, St. John George, Koba 21st May and Moji 22nd, General.—GIBB, LIVINGSTON & CO.
May 27, HAILAN, French str., 377, Melchior, Pakhoi and Hoihow 26th May, General.—A. R. MARTY.
May 27, HAIDONG, British steamer, 738, H. Bathurst, Tientsin, Amoy and Swatow 26th May, General.—DOUGLAS LARPAK & CO.
May 27, MIKAWA MARU, Jap. str., 1,404, M. Takahashi, Amoy 25th May, General.—NIPPON YUSEN KAISHA.

CLEARANCES.
At THE HARBOR MASTER'S OFFICE, 28th May.
Korea, British str., for Swatow.
Maidzuru Maru, Japanese str., for Swatow.
Fausang, British str., for Hongkong.
Thode, British str., for Swatow.
Taiwan Maru, Japanese str., for Moji.

DEPARTURES.
May 25, KASUGA MARU, Jap. str., for Sydney.
May 25, TAKASAGO, British str., for Canton.
May 25, APENRADE, Ger. str., for Haiphong.
May 25, ULYSSES, British str., for Port Arthur.
May 25, CYDNE, British str., for Shanghai.
May 25, LOONGMOON, German str., for Liverpool.
May 26, HAILAN, French str., for Amoy.
May 26, DRUMMOND, Brit. str., for Shanghai.
May 26, FUTABA MARU, Jap. str., for Nagasaki.
May 26, LOONGMOON, German str., for Canton.
May 26, LIGHTNING, British str., for Calcutta.
May 26, THOCAS, British str., for Saigon.
May 26, ORIZONO, British str., for Singapore.
May 26, EMMA LUTHER, Ger. str., for Yokohama.
May 26, ROSKITA, British str., for Europe.
May 26, COSMANDEL, British str., for Europe.
May 27, MAIDZURU MARU, Jap. str., for Swatow.

VESSELS IN DOCK.
ABERDEEN DOCK.—Taiyuan, U.S.S. Monterey, W. H. Smith.
COSMOPOLITAN DOCK.—Independent, Devonport.

SHIPPING REPORTS.
The British steamer *Chowfa*, from Bangkok 18th May, had light to moderate winds and fine weather throughout.
The British steamer *Foranosa*, from Swatow 25th May, had moderate S.W. wind and sea and fine clear weather throughout.
The British steamer *Phonang*, from Bangkok 14th May and Swatow 25th, had light southerly winds and fine weather throughout.
The Japanese steamer *Maidzuru Maru*, from Amoy 25th May, had fine clear weather throughout the voyage with gentle southerly breeze and light sea.
The German steamer *Loongmoon*, from Shanghai 23rd May, had foggy weather, fresh S.W. wind to Breeze, and light S.W. wind to port clear weather and light S.W. wind to port clear weather throughout.
The British steamer *Pakhoi*, from Tonkin 18th May, had moderate S.W. winds from Taku Bar to Barron Island, accompanied with thick fog; from thence to port light S.W. winds and fine clear weather.
The British steamer *Loongmoon*, from Tamsui, Amoy and Swatow 26th May, had moderate S.W. wind and sea, clear weather to Amoy. From Amoy to Swatow and to port light S.W. wind and clear weather. Steamer in Swatow—*Newchong*.

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, ILOILO AND CEBU.

THE Company's Steamship

"KAIPOONG."

Captain Pennfather, will be despatched as above TO-MORROW, the 29th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th May, 1900. [1579]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NAGASAKI AND MOJI.

THE Company's Steamship

"TAIYUAN."

Captain Nelson, will be despatched TO-MORROW, the 29th inst., at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th May, 1900. [1561]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLUS."

Captain Dickens, will be despatched as above TO-MORROW, the 29th inst., at 4 P.M.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th April, 1900. [1219]

THE OSAKI SHOSSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU."

Captain I. Sato, will be despatched for the above ports on WEDNESDAY, the 30th inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 16th May, 1900. 1443

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"MENMUIR."

Captain E. W. Almond, will be despatched as above on WEDNESDAY, the 30th May, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 25th May, 1900. [1583]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE."

Captain St. John George, will be despatched for the above ports on THURSDAY, the 31st inst., at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c, throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamer of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 9th May, 1900. 1497

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG & SOERABAYA.

THE Company's Steamship

"SHANTUNG."

Captain Quail, will be despatched as above on FRIDAY, the 1st prox.

For Freight apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th May, 1900. [1580]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO. FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
GOODWIN	4,421	A. Jackson	June 2	BAEMAR	3,601	W. Watt	June 9
GLINGOOL	8,750	W. Frakes	July 3	ARGYLE	2,907	W. S. Thomson	June 30
QUEEN ADELAIDE	2,832	P. McNair	July 25	MOONSHIRE	2,874	I. Kennedy	Aug. 4
DUKE OF FIFE	3,521	J. S. Cox	July 28	BAEMAR	3,601	W. Watt	Aug. 25

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 447.

Excellent accommodation. First class Table. Doctor and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 441.

The Railroad travelling is second to none on the American Continent; two trans-continental railroads from Tacoma; Dining Car is attached to trans-continental trains day and night; SMOKE MA to NEW YORK in 41 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 428.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DYAL and ST. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK, 465 10x 04.

This route covers the ocean voyage to TACOMA or PORTLAND and back. Railway from TACOMA or PORTLAND to CYNABAR and return. Sleeping and Dining Car accommodation. Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotel.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 31st August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park.

The round trip can be made within three months.

Rates of Passage to other Ports on application.

A Special rates allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 24th May, 1900. [10]

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 30th May.
SACHSEN	THURSDAY 14th June.
OLDENBURG	THURSDAY 23rd June.
BAYERN	THURSDAY 12th July.
STUTTGART	THURSDAY 26th July.
KONIG ALBERT	THURSDAY 9th August.
WEIMAR	THURSDAY 23rd August.
PRINZ HEINRICH	THURSDAY 6th September.
PREUSSEN	THURSDAY 20th September.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 3rd October.
SACHSEN	WEDNESDAY 17th October.
OLDENBURG	WEDNESDAY 31st October.
BAYERN	WEDNESDAY 14th November.
STUTTGART	WEDNESDAY 28th November.

ON WEDNESDAY, the 30th day of May, 1900, at Noon, the Steamship "HAMBURG" of the HAMBURG-AMERIKA LINIE, Captain Luxenbach with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 29th inst. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 29th inst., and Parcels will be received at agency's Office until Noon, on TUESDAY, the 29th inst.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Lincs can be washed on board.

NORDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 17th May, 1900. [8]

VESSELS ON THE BERTH

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SALE ON	REMARKS.
LONDON &c	BALLAARAT	Noon, 9th June	See Special Advertisement.
	C. L. W. Field		

SHANGHAI	BENGAL	About 9th June	Freight or Passage.
	S. Barham		

YOKOHAMA via NA.	ROHILLA	About 9th June	Freight or Passage.
GASAKI & KOBE.	C. H. S. Toque, R.N.R.		

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 27th March, 1900.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPEROR OF CHINA. Comdr. R. Archibald, R.N.R. WEDNESDAY, 6th June, 1900

EMPEROR OF INDIA. Comdr. O.P. Marshall, R.N.R. WEDNESDAY, 27th June, 1900

EMPEROR OF JAPAN. Comdr. G. A. Lee, R.N.R. WEDNESDAY, 19th July, 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which have daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace the PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c, apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 5th April, 1900. [9]

VESSELS ON THE BERTH
BEN LINE OF STEAMERS.

FOR LONDON.
The Steamship
"BENLARIQ."
Captain Krohn, will be despatched as above on or about SATURDAY, the 31st June.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 19th May, 1900. 1513

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BALLAARAT."
Captain C. L. W. Field carrying Her Majesty's Mails, will be despatched from this for Bombay on THURSDAY, the 31st June, 1900, at Noon, taking passengers and cargo for the above ports. Suez and Valparaiso, all cargo for France, and for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
A. M. MARSHALL,
Superintendent.
Hongkong, 23rd May, 1900. 1514

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
COPTIC (via Shanghai),
Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, June 19, at Noon.
GAUCO (via Shanghai),
Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, July 14, at Noon.
DONIC (via Shanghai),
Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Aug. 7, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 19th June, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 2nd May, 1900. 1514

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.
PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO via KOBE, YOKOHAMA and HONOLULU on or about 20th June.
S.S. "THYRA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on or about 20th July.
S.S. "THYRA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on or about 20th July.
Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th May, 1900. 1514

VESSELS ON THE BERTH
IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO, AND YOKOHAMA.

THE Imperial German Mail Steamship
"OLDENBURG."
OF THE NORDDEUTSCHER LLOYD.
Captain H. Prager, due here with the outward German Mail about the 30th inst., will leave for the above places about 24 hours after arrival.
NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELOCHERS & CO.,
Agents.
Hongkong, 26th May, 1900. 1513

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, May 31, 1900, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, June 26, 1900, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, July 21, 1900, at Noon.

THE Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 31st May, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 10th May, 1900. 1513

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG."
Captain Payne, will be despatched as above on SATURDAY, 2nd June, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 26th May, 1900. 1514

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MAELAKA, CALCUTTA, DIBOUT, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 4th June, 1900, at 1 p.m. the Company's Steamship "SALAZIE," Captain Negre, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 3rd June. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 24th May, 1900. 1512

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AGAMEMNON."
Captain Nish, will be despatched as above on TUESDAY, the 12th June.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 4th May, 1900. 1513

VESSELS ON THE BERTH
THE RUSSIAN EAST ASIATIC
COMPANY, LIMITED.

FOR MARSEILLES, HAVRE AND COPENHAGEN, VIA BANGKOK.

THE Company's Steamship
"MALAYA."
Captain Prahl, will be despatched as above about MONDAY, the 4th June, a.o.
For Freight or Passage, apply to
MELOCHERS & CO.,
Agents.
Hongkong, 19th May, 1900. 1513

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, June 9, at Noon.
CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, July 5, at Noon.
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, July 31, at Noon.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 9th June, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

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Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 16th May, 1900. 1513

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR."
Captain M. H. F. Jackson, will be despatched as above on TUESDAY, the 26th June.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 13th May, 1900. 1517

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDELBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KAMAKURA MARU,"
having arrived from the above Ports, consignees of Cargo by her are hereby informed that their goods will be landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 2nd proximo, or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 23rd May, 1900. 1517

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG"
having arrived from the above Ports, consignees of Cargo by her are hereby informed that their goods will be delivered from along side.

Cargo impeding the discharge or remaining on board after Noon, the 28th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 23rd May, 1900. 1517

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO, AND STRAITS.

THE P. & O. S. N. Co.'s Steamship

"CLYDE."
Consignees of Cargo by the above-named vessel are hereby informed that their goods will be landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:-
From Bombay, 100 tons of Tea and Neri.
Optional goods will be landed here unless instructions are given to the contrary before 1 p.m. TO-DAY.

Goods not cleared by the 31st inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

A. M. MARSHALL,
Acting Superintendent.

Hongkong, 25th May, 1900. 1513

FOR BAMBURG, PENANG, AND SINGAPORE.

THE H.A.L. Steamship

"AMBRIA."
Captain Barnet, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notified to the contrary before 3 p.m. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 24th instant, will be subject to rent.

All broken, chipped and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst. at 3 p.m.

No Fire Insurance has been effected.

SIEMSEN & CO.,
Agents.

Hongkong, 21st May, 1900. 1517

HONGKONG STEAMERS.

Airline, British steamer, 2,500, George, May 27, Gibb, Livingston & Co.

Anping Maru, Jap. str., 1,053, Sato, May 26, M. B. Kaisha.

Ayr, British steamer, 1,355, Gibson, May 25, M. B. Kaisha.

Batalador, British str., 1,953, McIntosh, May 26, Gibb, Livingston & Co.

Chowla, British str., 1,955, Williamson, May 26, Chinese.

Decima, German str., 704, Christiansen, May 23, Sander, Wieler & Co.

Devonport, Brit. str., 1,057, Curtis, April 17, Butterfield & Swire.

Fausang, British str., 1,410, Mitchell, May 19, Jardine, Matheson & Co.

Jardine, Matheson & Co.

Permosa, British str., 674, Douglas, May 20, Douglas, Laprak & Co.

Guthrie, British str., 1,494, McArthur, May 21, Gibb, Livingston & Co.

Hailan, German steamer, 377, Merles, May 27, A. R. Marty.

Hailong, British str., 733, Bathurst, May 27, Douglas, Laprak & Co.

Hazel, French steamer, 77, Pannier, May 23, A. R. Marty.

Independant, Ger. str., 84, Hays, April 12, Sander, Wieler & Co.

Kaifong, British str., 1,024, Penefather, May 23, Butterfield & Swire.

Kansu, British str., 1,159, Sommerville, May 28, Butterfield & Swire.

Kusanagi, British str., 2,078, Payne, May 23, Jardine, Matheson & Co.

Kwanan, British str., 1,293, Harris, May 22, Butterfield & Swire.

Loyal, German str., 1,237, Lorenson, May 15, Sander, Wieler & Co.

Mausang, British str., 1,644, Kynoch, May 24, Jardine, Matheson & Co.

Merrimur, British str., 1,230, Almond, May 26, Shaw, Thomas & Co.

Mikawa Maru, Jap. str., 1,404, Takahashi, May 27, Nippon Yusen Kaisha.

Nippon Maru, Jap. str., 3,302, Allen, May 24, Toyo Kisen Kaisha.

Pakhoi, British str., 1,248, Williams, May 26, Butterfield & Swire.

Phanna, British str., 1,021, Calder, May 26, Butterfield & Swire.

Rossall, British str., 1,751, Glandfield, May 24, Order.

Sultan Van Langkot, Brit. str., 1,496, Blamberg, May 25, Meyer & Co.

Taiwan Maru, Jap. str., 1,482, Mikuni, May 23, Mitsui Bussan Kaisha.

Taiwan Maru, Jap. str., 1,482, Mikuni, May 23, Mitsui Bussan Kaisha.

Tategami Maru, Jap. str., 1,673, Torace, May 24, M. B. Kaisha.

Thales, British str., 873, Passmore, May 24, Douglas, Laprak & Co.

Trym, Norwegian str., 710, Dahl, May 23, East Asiatic Trading Co.

Tsurugawa Maru, Jap. str., 2,559, Narasaki, May 20, M. B. Kaisha.

Whampoa, British str., 1,109, Garrick, May 25, Butterfield & Swire.

SAILING VESSELS.

Abner Colborn, Amr. ship, 1,878, Colcord, May 4, Chinese.

Esmeralda, British str., 130, Harrison, April 14, Jardine, Matheson & Co.

France, Danish barkentine, 353, Pederson, April 23, East Asiatic Trading Co.

Geo. T. Hay, British str., 1,647, Spicer, Mar. 30, Siemsen & Co.

Passageat, Norw. bark, 514, Gundersen, May 22, Order.

Tan O'Garter, Amr. ship, 1,432, Ballard, May 16, Standard Oil Co.

Wm. H. Smith, Amr. str., 1,800, Colley, Mar. 27, Standard Oil Co.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Admiral Korniloff, Russian protected cruiser, 36 guns, 9,000 h.p., Capt. Jakovlev, at Nagasaki.

